

## The First Perry

(brig: r. 280; lbp. 105'; b. 25'5"; dph. 12'3"; dr. 13'2"; cpl. 67; a. 2 32-pdrs., 6 32-pdr. car.)

The first *Perry* was launched in May 1843 by the Norfolk Navy Yard; and commissioned 13 October 1843, Commander Samuel F. Du Pont in command.

The new brig departed Norfolk 3 December 1843, called at Rio de Janeiro, and proceeded via Capetown and the Straits of Sunda to Macao, arriving 27 August 1844. There she embarked Caleb Cushing, the first American Commissioner to China, and sailed via Hong Kong for the coast of Mexico, arriving Mazatlan 4 November. Four days later she debarked Cushing at San Bias for an overland journey to Vera Cruz to catch a ship home.

*Perry* then sailed via Honolulu for the Society Islands and the Marquesas, where she helped win respect and fair dealings for American whalers. She departed Tahiti 15 April 1845; visited Valparaiso, Chile; sailed "round the Horn", reached Norfolk 17 September; and decommissioned on the 25<sup>th</sup>.

*Perry* recommissioned 16 May 1846, three days after war was declared on Mexico, and four days later sailed for the Gulf of Mexico to blockade Mexican ports. However, between Cuba and the coast of Florida, she was dismasted in a hurricane and returned to Philadelphia for repairs 4 December 1846.

*Perry* got under way from Philadelphia 16 May 1847 to join the Brazil Squadron protecting American interests between Rio de Janeiro and Buenos Aires. Informed that suspected slavers were bound for the coast of Africa under false papers, she seized American bark

*Ann D. Richardson* off Rio de Janeiro 16 December. Two days later, she took American brig *Independence*. Investigation proved that both ships had been engaged in the slave trade and were sent to New York under prize crews. *Perry* returned from the Brazil Squadron to Norfolk 10 July 1848 and decommissioned there four days later.

*Perry* recommissioned 17 November 1849 and sailed for the west coast of Africa to help suppress the slave trade. But for a period in ordinary in New York, 26 December 1851 to 27 April 1852, the brig continued this duty until returning to Norfolk 14 July 1854 and decommissioned on the 20<sup>th</sup>.

With the exception of a month in commission, 20 March to 27 April 1855, *Perry* remained in ordinary at Norfolk until recommissioning 21 January 1858. She departed Hampton Roads 15 February to serve in the expedition, commanded by Flag Officer William B. Shubrick, protesting an unprovoked attack on *Waterwitch*, 1 February 1855. The task force arrived at Asuncion, Paraguay 29 January 1859 and quickly won James B. Bowlin, the American Special Commissioner, a respectful hearing. Sea power here achieved what four years of diplomacy had failed to obtain; an apology, an indemnity for the family of an American sailor killed in the fight, and a commercial treaty advantageous to the United States. The brig returned to New York 5 June 1860 and decommissioned ten days later.

*Perry* remained inactive until the outbreak of the Civil War, recommissioning 23 April. She headed south the same day escorting three transports carrying some 3,000 troops to Annapolis where they landed on the 25<sup>th</sup> to reinforce the 7<sup>th</sup> Infantry Regiment then moving South to reinforce the Nation's

threatened capital. She then returned to New York to prepare for duty as a blockader and steamed in to Hampton Roads 18 May to join the newly established Atlantic Blockade Squadron. A week later she stood out from Fort Monroe and headed south for Fernandina, Fla. On the last day of May, she captured Confederate blockade runner *Hannah M. Johnson* about 15 miles southeast of Cape Lookout N.C. The brig took Confederate privateer *Savannah* 3 June, and subsequently turned two British ships away from the southern coast before reaching her blockade station off the mouth of the St. Mary's river on the 11<sup>th</sup>.

With water running low and needing repairs. *Perry* sailed north 8 July, reaching Washington the 21<sup>st</sup>, eve of Union defeat in the first battle of Bull Run. When word of the disaster reached the Washington Navy Yard, the brig moved into the Potomac where her guns could command the approaches to Alexandria against a possible Confederate advance against the Federal capital. A score of sailors from *Perry* landed to help man the batteries at Fort Ellsworth. She continued to serve in the Potomac Flotilla for the rest of the year and captured sloops *Blooming Youth* and *Ellen Jane*.

Late in December, *Perry* sailed for Aspinwall, Colombia, where she arrived 14 May 1862. The brig headed home 13 November, and decommissioned at New York 3 January 1863 for repairs.

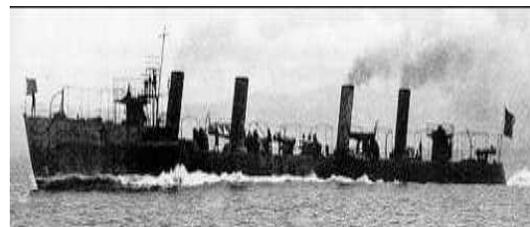
*Perry* recommissioned 28 February and a month later took station off New Inlet, N.C. On 13 March she captured schooner *Sue*, and on 1 May she took schooner *Alma* attempting to slip into Beaufort laden with salt and herring

from Bermuda. She sailed North 13 August.

Following repairs at Boston, the brig joined the South Atlantic Blockading Squadron at Port Royal, S.C. 15 November.

After serving off Murrell's Inlet, N.C. until 15 December and off Charleston during the siege, she sailed 28 January 1864 to blockade station off Fernandina, Fla., where she remained until the end of the Civil War. *Perry* decommissioned at Philadelphia 29 April and was sold at public auction there 10 August 1865.

## The 2<sup>nd</sup> Perry



(DD-11: dp. 480 (n.); l. 250'6"; b. 23'8"; dr. 7'3"; s. 29K.; cpl. 73; a. 2 3", 5 6-pdrs., 2 18" tt.; cl *Bainbridge*)

The second *Perry* (DD-11) was laid down 19 April 1899 by Union Iron Works, San Francisco; launched 27 October 1900; sponsored by miss Maude O'Connor; and commissioned 4 September 1902, Lt. Theodore C. Fenton in command.

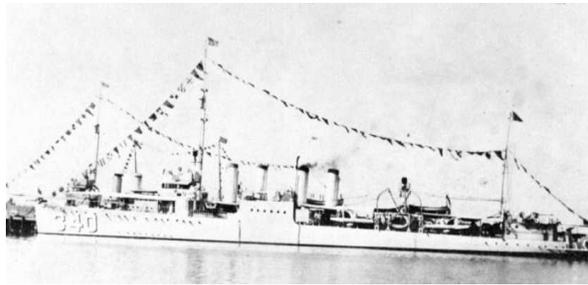
*Perry* was assigned to the Pacific Torpedo Flotilla and based at Mare Island until the United States entered World War I. Her operations took her as far north as Alaska and as far south along the coast of Mexico; and in the fall of 1908, combined fleet maneuvers took her to Hawaii.

Perhaps the highlight of the torpedo boat destroyer's career came during the earthquake which struck San

Francisco 18 April 1906 and resulting fire which devastated the city. For four sleepless days after they were awakened by severe rolling and pitching of their ship before dawn on 18 April, the indefatigable crew labored to save the western metropolis by fighting fires; patrolling districts where stores, warehouses and homes were threatened by looters; and providing medical aid to countless injured men, women, and children.

When the United States entered World War I, *Perry* was patrolling off the California Coast, until steaming to Panama where, beginning 28 July 1917, she guarded the entrance to the vital canal. On 30 May 1918, she sailed for Key West for patrol duty in the Florida Keys. After the Armistice, she got under way for the Delaware Bay, 29 January 1919 and remained at the Philadelphia Navy Yard until decommissioning 2 July. *Perry's* name was struck from the Navy's List 15 September 1919, and she was sold for scrapping 5 January 1920.

## The 3<sup>rd</sup> *Perry*



DD-340: dp. 1,190; l. 314' 5"; b. 30'8"; dr. 13'6"; s. 36 k.; cpl. 133; a. 4 4", 1 3", 12 21" tt.; cl. Clemson)

The third *Perry* (DD-340) was laid down 15 September 1920 at the Mare Island Navy Yard, Vallejo, Calif.; launched 29 October 1921, sponsored by

Miss Anne R. Seudder, and commissioned 7 August 1922, Lt. Richard H. Booth in command.

*Perry* operated out of San Diego until 17 January 1923. Then decommissioned, she remained in reserve until recommissioned 1 April 1930. Operations off California were followed in late summer by a cruise to Alaska with members of the US Senate embarked for an inspection trip.

Squadron, fleet and joint Army Navy Coast Guard exercises in the eastern Pacific, the Caribbean and the western Atlantic filled her schedule for the next decade.

On 2 April 1940, *Perry* departed San Diego for her new homeport, Pearl Harbor. For the next five months she patrolled in Hawaiian waters, then in October, entered the naval shipyard at Pearl Harbor for conversion to a high speed minesweeper. Redesignated DMS-17, effective 19 November 1940, she joined MinRon 2 at Pearl Harbor in January 1941. In late spring, she sailed back to San Diego, whence, on 1 July, she departed to escort *Arizona* to Pearl Harbor.

On 7 December 1941, *Perry* was moored at Pearl Harbor. Promptly after the Japanese attack she got underway and having already splashed one of the attackers, took up patrol and sweeping duties in the approaches to the harbor entrance. She continued offshore patrols until 31 May 1942, then sailed east to California. Alterations at Mare Island followed and on 31 July, she departed, as convoy escort, for Pearl Harbor. From Hawaii, she steamed to Kodiak to assist in the Aleutian campaign. For the next year, until after the retaking of Kiska, 15

August 1943, *Perry* performed mine-sweeping and rescue missions and escorted troop and supply convoys in the foggy waters of the north Pacific.

On 8 September, *Perry* departed Adak and sailed south. Stopping first in Hawaii, she continued on to San Francisco for repairs. Back at Pearl Harbor 27 November, she joined the 5th Fleet, then staging for the Marshall Islands campaign. On 31 January 1944, she arrived off Kwajalein and took up antisubmarine station in the transport area. She departed that atoll five days later, escorted troopships to Noumea, conducted sweeping operations in the Solomons, and then, on 3 April, sailed with MinRon 2 for New Guinea. Three days later, she joined the 7th Fleet at Milne Bay. In mid-month she got underway, with TG 77.3 and, acting as ocean escort and anti-submarine screen, arrived with that group off Aitape on the 22nd. Prior to the assault there, she swept between Tamara and Alli Islands, then took up antisubmarine patrol and shore bombardment duties.

*Perry* remained in New Guinea waters until 6 May, when she steamed east to rejoin the 5th Fleet in the Solomons and prepare for the invasion of the Marianas. Assigned to TG 51.17, *Perry* arrived off Saipan and commenced sweeping operations 13 June under cover from the battleships of TF 58. Completing sweeping operations the following day, she resumed screening duties in the forward area, maintaining her protective posture over the transports off the assault beaches through the landings and the Battle of the Philippine Sea. On 26 June, she departed Saipan for Eniwetok whence she sailed, with TG 53.1, for Guam. Between the 14th and the 20th

she screened vessels delivering the pre-invasion bombardment; then, as troops were landed on the 21st, joined the screen of the fire support units.

Prior to departing the Marianas, five days later, *Perry* participated in the shelling of Rota, then returned to Guam, whence she sailed, the same day, for Eniwetok in the transport screen. Further exercises in the Solomons preceded her next, and last, assignment, the Palau invasion.

On 6 September MinRon 2 sortied from Florida Island. On the 12th they reached their objective and the units commenced sweeping operations off Peleliu Island. At 0811, a mine explosion destroyed *Perry's* port sweep gear. By 1028 she had replaced the gear and was back in formation to continue operations until early afternoon. That night she carried out antisubmarine patrols and early the next morning, 13 September resumed her sweeping mission. At 1418, off Anguar, a violent underwater explosion, starboard side amidships, shook the ship. All steam to her main engines was lost and the forward fire room was demolished and flooded. Steam and oil sprayed in all directions and the ship took on a 30° list to port. The list increased and, at 1420, the commanding officer ordered "abandon ship". With the aid of *Preble* (DD-345) final attempts to save the vessel were made, but, at 1515, all remaining personnel were ordered off. At 1605, *Perry* capsized. She broke in two at the point of damage and, at 1607, sank in 40 fathoms of water.

*Perry* (DMS-17) earned 6 battle stars during World War II.

## The 4<sup>th</sup> Perry



(DD-844: dp. 2,425; l. 390'6"; b. 41'1"; br. 18'6"; s. 35 k.; cpl. 341; a. 6 5", 16 40mm., 17 20mm., 5 21" tt., 6 dcp. cl. Gearing)

The fourth *Perry* (DD-844) was laid down 14 May 1945 by the Bath Iron Works Corp., Bath, Maine, launched 25 October 1945; sponsored by Mrs. George Tilton; and commissioned 17 January 1946, Comdr. Clyde J. Van Arsdall, Jr., in command.

Following shakedown off Cuba and plane guard exercises off Pensacola, *Perry* departed the east coast, 12 June 1946, for her first overseas deployment, a 9 month cruise which took her first to northern Europe, thence to the Mediterranean. There she joined other American units in patrolling off tension ridden areas bordering on that sea, particularly on the Adriatic, the Aegean, and the Dardanelles-Sea of Marmara-Bosporus. Returning to her homeport, Newport, 8 March 1947, she conducted local operations and exercises from Puerto Rico to Canada and, in addition, served as Engineering School Ship for Destroyer Forces, Atlantic Fleet, and, in October,

assisted in fighting the fire, which ravaged the Maine resort of Mt. Desert Island.

*Perry* remained in the western Atlantic until January 1951 when she got underway again for the Mediterranean. 6th Fleet operations were followed by exercises with the British Home Fleet and in May she returned to New England and plane guard duties, local operations and training exercises.

In 1952, following her 3rd Mediterranean tour, she again served as Engineering School Ship and participated in type, fleet, and NATO exercises until resuming overseas employment in 1954. In the Mediterranean from January to June, she served as Gunnery School Ship on her return.

During the next four years *Perry* regularly deployed to the Mediterranean, patrolling, in early 1956, off the Suez Canal as the United States attempted to promote a peaceful settlement to the mounting crisis between Israel and the Arab League nations.

Between 29 April 1959 and 10 May 1960 *Perry* underwent Fleet Rehabilitation and Modernization (FRAM) Conversion, the first such conversion, at the Boston Naval Shipyard. In addition to improved living spaces, she received the latest in sonar and anti-submarine weaponry, including ASROC and DASH. Exercises in the Caribbean followed and, in August, she shifted her homeport to Mayport, Fla., whence she began operations with Task Group Alpha. Over the next 2 years she operated with that group, participated in Polaris missile tests in the Atlantic Missile Range, and conducted local operations

and training cruises. On 2 August 1962, she departed Florida to resume overseas deployments and for the next seven years rotated between 6th Fleet and Middle East Force tours and operations in the western Atlantic, the latter including further Polaris tests, school ship duties for the Sonar School at Key West, and, in May 1966, patrol duties with TF 124 off the Dominican Republic.

In 1969, *Perry* interrupted her previous schedule and on 11 January got underway for duty in the western Pacific. Arriving at Subic Bay, P.I., 29 February, she joined the 7th Fleet for operations off Viet Nam. On 3 September, she returned to Mayport and resumed her duties with the Atlantic Fleet, continuing them into 1970.

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